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Hongkong, 14th July, 1910. [1823]







## HONGKONG SANITARY BOARD.

A meeting of the Sanitary Board was held yesterday at the Board Room. Mr. E. D. C. Wolfe presided, and there were present:—Hon. Mr. W. Chatham (Vice-President), Colonel Sir Joseph Fayer, P.M.O., Mr. A. Shelton Hooper, Dr. G. L. Fitzwilliams, Mr. Ng Hon Tse, Dr. F. Clark (Medical Officer of Health), and Mr. W. Bowen Rowlands (Secretary).

## THE SALISBURY ROAD CONVENIENCE.

The reply from the Government was read relative to the removal of the urinal in Salisbury Road.

The Colonial Secretary wrote: "In reply to your letter, No. 6139/10, of the 6th July, I am directed to thank the Board for their recommendation, and to state that the site suggested by them had already been considered by the Government, but that the site adopted has been selected as being the more convenient because the urinal in that position will serve the railway station as well as the public."

Mr. HOOPER intimated—I see I am the first member to whom this correspondence is circulated. To-day is the 26th July and we were informed a week ago at the meeting of the Board that the correspondence could not then be read, as it was in circulation. Has the permission of the Board and the consent of the Governor-in-Council been obtained for the erection of the urinal in accordance with the law? If not, will the offending party be prosecuted?

The PRESIDENT explained that when he stated at the last meeting that this paper was circulated, what actually happened was that the circulating cover was signed by the Secretary and handed by him to his clerk, but it had not actually gone out. When he learned this he held it back in order that he might communicate further with the Government on the subject of section 162. The matter was referred to the Attorney-General, who stated that it did not apply; in other words, that the speaker was wrong, because section 162 was covered by section 4, which said that the carrying out of works belonging to the Crown or Colonial Government were excluded from this section. The President referred this matter to the Board because in ordinary circumstances the question of urinals was referred to the Board for the opinion of members. In this case of removal the Government did not think it necessary to refer the matter to the Board, but the speaker had followed the course which he had previously adopted.

Mr. HOOPER thought it would be just as well, as the correspondence had been delayed for eight days, to get an opinion on it. He asked whether the President gathered from the Attorney-General's opinion that all government buildings, excluding wells and special things which were exempt, did not come within the purview of the Board.

The PRESIDENT said the question of maintenance was settled by Sir Matthew Nathan. Any public building, according to the former Governor, should be taken charge of by the Board, but this was a question of construction.

Mr. HOOPER—I will deal with construction, Sir. Will you go so far as to say that the Government can put up a latrine without coming to the Board, under the ruling of the Attorney-General?

The PRESIDENT—No, latrines are dealt with under a separate section.

Mr. HOOPER—Was the Attorney-General asked to give an opinion as to whether a urinal was not a latrine?

The PRESIDENT—I think it would be as well if the Attorney-General's opinion was circulated. He went into that question.

Mr. HOOPER—I was not aware of that. I became aware of it by looking up the question myself. I may take it that in future no urinal question will come before the Board?

The PRESIDENT—I really think that would be the most satisfactory solution.

Mr. HOOPER—As far as you understand the Government do not wish to discuss sites for public urinals?

The VICE-PRESIDENT wished to make an explanation to remove a misunderstanding. He thought it had generally been the case that when the Government propose to erect a urinal the Board had been consulted as to the site. In the present case it was not a question of erection, but of selecting a new site in close proximity. The removal of this building was necessitated by important public works, and the question of removal to this new site was carefully considered by the Government, and they decided that the place where the building is now being erected was most suitable. The site the Board recommended was considered at the time of selection. The matter was not referred to the Board, but there was no slight of any kind intended by proceeding with the erection of the building while the matter was being considered by the Board.

The paper was laid on the table, and the President promised to circulate the opinion of the Attorney-General if possible.

## QUESTIONABLE QUALITY OF POKFULAM WATER.

The reply from the Government with regard to the Pokfulam Water Supply was read. This reply emanated from a report by a select committee of the Board composed of the President as chairman, Dr. G. L. Fitzwilliams and the Hon. Mr. E. A. Hewett, in which it was recommended that the use of the Pokfulam reservoir should be dispensed with. The report of that committee was unanimously adopted by the Board and forwarded on to the Government.

The Colonial Secretary wrote—I am directed to acknowledge the receipt of your letter of the 19th May in which you forwarded a report by a select committee of the Sanitary Board on the catchment area of the Pokfulam Reservoir which has been adopted by the Board. The most important recommendations

the committee make is that the use of the Pokfulam reservoir should be dispensed with on the ground that in the opinion of the committee "no authority on sanitation could uphold for an instant the classing of a water shed from which water for drinking purposes is collected as ideal or under any other heading than dangerous, when the number of sources of contamination, the traffic and the number of houses on the area are taken into consideration." This is a serious pronouncement, especially as it is apparently endorsed by a majority of the members of the Sanitary Board, but the Government considers and believes that the Board, on reconsideration, will agree with it that the opinion on which it is based is not well founded. On three notable occasions the sanitation and water supply of the Colony have come under review by Mr. Osbert Chadwick, the eminent civil engineer who for many years was consulting engineer to this Government. Mr. Chadwick visited the Colony in 1882, in 1890, and again in 1902. On each occasion he reported on the water supply among other important sanitary matters. None of his voluminous reports contained one word of condemnation of the Pokfulam Reservoir or its gathering ground. On the contrary, the increased storage of water in the Pokfulam valley has been recognized by him as a means of increasing the water supply. He was well aware of the objections that have been sometimes raised to the situation of the Pokfulam reservoir. In a paragraph of his report on the 18th April, 1902, he wrote the following noteworthy words:—"Further, I assert that all the supply of water that can be obtained within the island of Hongkong is finite. Speaking somewhat at random, I doubt the possibility of much more than doubling the present supply from all sources or works within the island of a practical character. . . . Again, many advocate the abandonment of Pokfulam; some urging this step on account of the excellent building sites which would be liberated; others on sanitary grounds. I do not, of course, advocate such a step, though I am decidedly of opinion that works at Tytam should take precedence of any at Pokfulam." In this latter opinion, others who have examined the subject concur, for it is economically more advantageous to add to the storage of water at Tytam than at Pokfulam.

A consideration of the facts that all building is now, or has for many years past been, prohibited in the catchment area; that the sewage from the few buildings situated within the area is intercepted and led in other directions; that there is no cultivated land in the area; that the fouling of the area in other ways must be infinitesimal (as indeed the report of the sub-committee shows it to be); and that the configuration and nature of the ground insure that all foul matters deposited or finding their way into the area must be destroyed or rendered innocuous before they can reach the reservoir, ought, it is submitted, to convince the Board that Mr. Chadwick had good reason to regard the Pokfulam reservoir as a perfectly safe source of supply.

That it is such, and that the catchment area is not subject to dangerous pollution is, in the opinion of the Government, demonstrated by the fact that samples of water taken direct from the reservoir have never, on analysis, come under suspicion, but in order that the Board may have the fullest information on the subject of this important source of supply, I am to forward the enclosed copy of a report by the Government analyst which it is hoped will help to convince the Board that their suspicion of the purity of the Pokfulam supply is unfounded. In connection with this report I am to state that the sample of water taken on June 16th was taken direct from the reservoir, and that, too, at a most unfavourable period, viz., after the first heavy rain after a long drought when, any impurities in the catchment area must have been swept into the reservoir, the latter being at the time only half full.

Turning to the minor recommendations of the sub-committee, I am to make the following comments on them:—  
(a) Stricter supervision by the Military Authorities to prevent washing of clothes in the nullah in front of Mt. Austin Barracks. In reply to a communication addressed to the Military Authorities on the subject an answer has been received to the effect that "no washing has been done by either the married families or men of the detachment. The clothing referred to was laid out on the grounds to catch the sun for drying purposes, having been washed in the married families' own quarters."  
(b) Removal by the Military Authorities of all building rubbish and other rubbish along the path leading from the casework at "Craig Eyrrie" to the parade ground. The Director of Public Works has recently issued a permit to the chief engineer of the South China Command authorizing the deposit of such rubbish subject to the following conditions:—  
(1) Nothing but clean building rubbish to be deposited—no house refuse, old tins, nor any foul rubbish or matters to be deposited on any account.  
(2) All material to be carefully deposited so that it does not encroach on any stream course.  
(3) Whenever the depositing ceases, or the available space at any particular point becomes fully occupied, the material to be trimmed off and covered with soil and turf. There does not seem any necessity to prohibit the deposit of such material nor any occasion to require the removal of the rubbish which has already been deposited adjoining the path to the parade or recreation grounds.

(c) Fencing at least six feet high to be erected adjoining "Craig Eyrrie" bridge and near the Umbrella seat. It is proposed to extend the existing railing opposite the Umbrella seat for about twelve yards upwards and six yards downwards. The stream is most accessible at this point, and the extension will render access much more difficult. A fence six feet high is considered unsightly and unnecessary. It is not considered that any advantage would be gained by the proposed fencing at "Craig Eyrrie" unless the site to "Craig Eyrrie" and the gate to the military recreation ground were kept locked. The fence would also have to be continued upwards to meet the fence near the Umbrella seat.

(d) Gratings to be erected at ends of tunnel. An endeavour will be made to prevent the access to the tunnel. The Military Authorities deny that soldiers bathe in the tunnel.  
(e) Training of streams to prevent access and the breeding of mosquitoes. The training, which would be a costly piece of work, would not prevent access to the stream. As far as the Government is aware no evidence has ever been produced that these particular streams are breeding places for anopheles mosquitoes. When such evidence is forthcoming the training may be taken into consideration in due course, when other streams which are known to be breeding places of anopheles shall have been dealt with.

In conclusion, I am to state that the Government is fully alive to the desirability of increasing the water supply, and that it has already been decided to proceed, when funds are available, with the construction of the large reservoir at Tytam. At the same time it is not prepared to consider proposals for abolishing the Pokfulam reservoir, which as a productive portion of the Colony's waterworks was valued by Mr. Chadwick in 1890 at \$667,000.  
Mr. F. Browne, Government Analyst, in the course of a lengthy report, said that all collecting areas were more or less liable to contamination, but Pokfulam was far superior to other well-known home supplies. The trifling amount of nitrates in Pokfulam water was very significant. It should be borne in mind that there must be considerable pollution to be harmful. The remarkable content of the composition of Pokfulam water showed that the amount of impurity must be exceedingly small, as such cumulative would show itself in the analytical figures during the dry season. From what is known to me of the Hongkong public water supplies the Government need not at any time hesitate to give up the monthly examinations, as the supervision only is quite sufficient. However, this step need not be taken without good reason, as the reports, in a large shipping centre like Hongkong, seem to serve a useful purpose. The Government has been asked to give up the Pokfulam collecting area. Should such gathering grounds be rejected for the reasons recently put forward in a public report there would be few if any public water supplies in any part of the world.

The MEDICAL OFFICER OF HEALTH in the course of a long minute stated that the conclusions arrived at in Mr. Browne's interesting historical essay on the Pokfulam water shed were valuable, because they ignored the results of the bacteriological examination of the water. Bacteriological contamination cannot be detected by chemical methods, and in order to consider intelligently the question of the potability of any given water it was necessary to regard both the chemical and the bacterial contents of such water. The recommendations of the committee were calculated to still further protect this water shed from pollution, and the Government would, in my opinion, be well advised to give effect to them. The nature of the Chinese people is such that when he sees a heap of building rubbish he naturally regards the place as a general dumping ground, and proceeds to deposit rubbish of all sorts there. To authorize the deposit of building rubbish within this area can only therefore be regarded as inviting further danger. An unsightly fence can soon be rendered slightly in this Colony by creepers, and is in any case better than a polluted drinking water. The best way to "endeavour to prevent access to the tunnel" is to make access impossible by iron gratings.

Hon. Mr. HEWETT—I agree with Dr. Fitzwilliams. After reading the letter from the Colonial Secretary I see no reason to change the opinion I have already formed, namely, that the sooner the Pokfulam reservoir is closed the better in the interests of the health of the Colony.

Dr. FITZWILLIAMS—With regard to paragraph 5 of the letter of the Government, in answer to the report by the select committee of the Board, to enquire into the conditions obtaining with regard to the Mount Austin nullah and the water supply collected from the area, I do not agree that the report of the sub-committee shows "that the fouling of the area must be infinitesimal and that the configuration and nature of the ground ensure that all foul matters deposited and finding their way into the area must be destroyed and rendered innocuous before they can reach the reservoir," and I beg to state that I dissociate myself with the report of the sub-committee if the report can, on any grounds whatever, be read to even imply such a statement. In paragraph 4 the monthly reports for this year do not tally with the statement in the letter that samples of water have never come under suspicion. A somewhat similar statement was made at one of the Board meetings and withdrawn, on the evidence of the Government Analyst's report actually on the table, which report stated that "the water was considerably worse than only under suspicion. Under what is classed as minor recommendations, it was not the intention of the sub-committee to restrict the breeding of the anopheles species of mosquito only. The anopheles is not the only dangerous mosquito of the varieties represented in Hongkong. With regard to the special report of the Government Analyst, an impartial person would read it as strongly supporting the parties who advocate the early closure of the reservoir. In 1882, 1890 and even in 1902 (somewhat ancient history for a modern Colony) it is possible that the Tytam alternative supply was not sufficiently developed to justify Mr. Chadwick expressing himself more strongly on the disadvantages of Pokfulam, and his paragraph 16 (April 18th, 1902) can hardly be held as strongly recommending that this reservoir should be retained, longer than is absolutely necessary.

The PRESIDENT—Does any member wish to address the Board on this subject?

Mr. HOOPER thought that the papers should be forwarded to the Government. It was only fair to members of committee that the Government should see the minutes attached.  
The PRINCIPAL MEDICAL OFFICER—I agree with that.  
The Board decided on this course.

PUBLIC WARNING AGAINST MOSQUITOES.  
Correspondence was submitted relative to warning the public against encouraging the breeding of mosquitoes.

The MEDICAL OFFICER OF HEALTH intimated—It has been suggested to me that it would be as well for the Board to issue notices in the public Press (both British and Chinese) warning the public against encouraging the breeding of mosquitoes. In addition to the notices in the public Press, copies might with advantage be distributed throughout the city and hill districts.  
Dr. FITZWILLIAMS—Are prosecutions ever carried out against people who are found to be breeding mosquitoes?

The PRINCIPAL MEDICAL OFFICER—The breeding of anopheles mosquitoes does occur, and we cannot take any measures too strong in order to exterminate these pests. I strongly urge the publishing of the Medical Officer of Health's excellent notice warning the public. I should say that mosquito breeding is, as a rule, a sin of omission, and not one of commission.

Mr. HOOPER—Is the breeding of mosquitoes by the people very general? I should say not, and I don't think the expense of advertising proposed to be incurred would be justified.

The PRESIDENT said this was merely a question of whether the Board should issue a notice to the public warning them against breeding mosquitoes. There was no doubt the public was not so fully alive to the dangers of breeding mosquitoes as they might be and the Board had had to go so far as to prosecute in a case last week when the defendant was fined \$10. As Sir Joseph Fayer stated, people did not actually wilfully breed mosquitoes, but they failed to put set pots which contained the water which breeds them. He really thought it essential, before taking any strong measures at the Police Court, that they should warn the public by issuing notices.

The PRINCIPAL MEDICAL OFFICER thought individual responsibility was as important as public responsibility. He suggested that the Medical Officer of Health should draw up a short pamphlet in popular words explaining what malaria was, how it could be prevented, how larvae might be destroyed, and so on. It was just as important for a man to throw away a jar containing larvae as it was for the Public Works Department to train a nullah. In the middle of the city there might be a small pool of water breeding hundreds and hundreds of anopheles. He did not believe for one minute that too much fuss could be made over this subject. It should be drilled into everybody in the Colony. When all were working together we should be within a measurable distance of relieving the Colony of malaria, but not till then. He thought notices should be advertised in the Press, but spasmodic fits and starts in dealing with malaria were no good at all.

Mr. HOOPER quite agreed that they should do everything they could to fight malaria, and the wilful breeding of mosquitoes should be very severely dealt with, but it should be proved wilful. When it was suggested that the public should be warned he did not gather that advertisements were to be inserted in the Chinese papers. He thought a few thousand pamphlets should be printed at the goal, and the sanitary inspectors could distribute them among residents in their districts. If such circulars were left at Chinese houses the master could read them at his leisure and digest the information over his pipe.

It was agreed that a notice drawn up by the Medical Officer of Health should be advertised in the British and Chinese public Press.

THE CARE OF GRAVES.  
The report of the committee relative to special care of graves in the Colonial Cemetery, suggested that the monuments which required re-setting up should be attended to and paid for by Government, as is done in the case of repairs after typhoons. The cost should not be great, as there are not many stones in that condition; all trees which owing to their size are damaging grave stones should be removed; all fir trees overhanging marble tombstones and causing them to become discoloured should be cut down. If the above items received attention all that will remain to be done is the re-lowering of old grave stones, which is not costly and which might also be undertaken by Government. The sextons should receive instructions to keep the stones and marble slabs of graves clean, and the gardeners to weed the graves and water any flowers on them as well as attending to the Government plants. We would recommend that a small vote be taken annually for the above repairs, to be increased in the case of typhoons by a supplementary vote. An extra sexton will not be required for the present. If after trial it is found that the extra work is too much for the two permanent sextons we recommend that the matter be re-submitted to the Board.

Dr. FITZWILLIAMS intimated—I entirely agree with this. I do not think that the necessary outlay will be great, and I think it is the duty of the Colony to look after its own cemetery and not leave it to be neglected or to depend on private enterprise.  
Hon. Mr. E. A. HEWETT—I agree with the recommendations of the Committee.  
Mr. LAY CHU PAK—What about the Chinese graves? They should enjoy the same privileges if such expenses are to be borne by the Government.  
Hon. Mr. BROWN—I agree to 1 and 2. As to No. 3, it would be a pity to cut down a beautiful fir tree to perpetuate the ugliness of white marble. I do not approve of re-lowering. There is no use perpetuating a name when there is no one who cares enough about it to be willing to see to the name being re-lowered.  
The report was adopted.

## "NO CONCESSION."

SIR EDWARD GREY AND THE NEW CHINESE RAILWAY.

From Morton Hall, Liberton, Midlothian, Mr. Edmund Backhouse, the intermediary between the Chinese Government, the American group, and the British contractors in the negotiations over the proposed Chinchow-Aigun Railway, wrote as follows:—

Sir Edward Grey, in his speech during the debate on the Chinese Eastern Railway Bill on Wednesday stated that a concession had been applied for and promised to American financiers and British contractors.

This statement is entirely incorrect, and without foundation. No concession has been granted or will be granted. The British contractors are described as such throughout the agreement. The Chinese Administration specifically limits its liability to the contract price of the railway. The railway will be built by China, who has selected British contractors to do the work. Not a shadow of vested interest can by any possible juggling of words be construed into the agreement.

Originally, as an additional security, Great Britain and America were to be allowed participation in a company to be allowed for the administration of the line. This company's interest was to be limited to 10 per cent of the surplus profits. The elimination in  *toto*  of this wise and reasonable provision was agreed to by the British contractors, owing to the possibility of its being held to imply something which would have given Sir Edward Grey sufficient justification to withhold his support. Unfortunately, this surrender of material interest was a futile sacrifice, since it has not resulted in any support being given by our Government to British interests.

Sir Edward Grey's speech creates a wrong impression and is unsatisfactory in many respects. I will mention only two more matters briefly. Firstly, Sir Edward Grey was never asked to bring pressure on China to put the agreement through. He was asked to use his influence with Japan and Russia, and also to endeavour to hold them to their treaty obligations. Secondly, on what grounds does Sir Edward affirm that Russia was to be given no chance to participate?

## NEW GROUPING OF THE POWERS.

The new Manchurian treaty arranged between Russia and Japan, says the *Express*, has removed from the danger zone of international conflict an area three times the size of the United Kingdom.

This treaty, which represents the work of five different years since the war, is a most important addition to the diplomatic instruments which are intended to arrest war. It is made between two great Powers who have two great Western allies, both of whom, in accordance with the rights which they hold by other treaties, are aware of what has been done and cordially approve it. On that account it has behind it an authority which is not likely to be challenged from outside. France and Great Britain have counter-signed the terms of the agreement.

At the end of the war between Russia and Japan, when £400,000,000 had been expended and 200,000 lives had been lost, two courses were open. Preparation for another war might have been made, and there was the alternative of negotiating a lasting peace. The statements of both countries accepted the alternative, and the new treaty establishing their special rights in Manchuria is the result. Danger of misunderstanding and friction has thus been removed, and the question of dealing effectively with China should that empire attempt to cause any trouble has been amplified. The *status quo* has been guaranteed by the new treaty—that is, China's sovereign rights are recognized, and the Open Door for the trade of all the world is secured.

The *Express* is informed that the new treaty follows very much on the lines of the Anglo-Japanese treaty of 1905, and that the measures arranged for enforcing its terms in the event of their being challenged are much the same. This treaty may indeed be regarded as a corollary of the Anglo-Japanese alliance. The treaty signed by Lord Lansdowne in 1905 recognised the special interests of Japan in East Asia, and provided that the two Powers should consult together in case their respective interests were challenged, and take measures to defend them. It is understood that the new treaty contains specific terms to this effect in regard to the relations of Russia and Japan in Manchuria.

With regard to Korea, it is a foregone conclusion that Japan will sooner or later—perhaps before long—formally annex the kingdom. The Anglo-Japanese treaty provided for that eventually, specially admitting Japan's political, military, and economic interests in Korea, and recognising the necessity of the "guidance, control, and protection" of Japan in Korea. This was further emphasised in Lord Lansdowne's letter to Sir Charles Hardinge, the British Ambassador at St. Petersburg, in which it was stated that Korea was unable to stand alone, and by close proximity must fall under the control and tutelage of Japan.

Russia conceded these claims to Japan in regard to Korea in the treaty of peace, and the new treaty in respect to Manchuria completes the understanding.

## NEW SAFETY LOCK FOR TRAIN DOORS.

Linton William King, a young clock-maker of Colne, Lancashire, has received £25-0-0 in cash and a lucrative engagement with the Great Central Railway for a safety lock for railway carriage doors which he has invented.

The device, which is very ingenious, will, it is believed, have the effect of obviating accidents on railways caused by insecure doors.

King, who is twenty-six years old, has been employed at the Great Holme Mills at Colne for some time. He has worked as a mill-hap since the age of ten. He was left orphan and penniless at an early age, but he contrived to keep himself and find time for study in the evenings.

He studied mechanics and engineering through a correspondence college, and in five years obtained a fairly extensive knowledge of the subject.

## AIBSHIPS FOR RUSSIAN AND JAPANESE ARMIES.

According to a news agency statement published in Berlin on July 31st, a Japanese officer, Captain Hino, will shortly arrive in Berlin to negotiate the purchase of a German ship for the Japanese Army.

The same agency learns that Russia has ordered a "Paravel" (non-rigid) airship for her Army. This vessel will have a gas capacity of 16,700 cubic metres and two motors, each of a hundred horse-power, and will be capable of carrying a crew of twelve. It will embody several important deviations from the existing "Paravel" type. Notably, the car will be built of steel tubes, thereby gaining in lightness, and it will be longer and narrower than those of the older "Paravel" type, while the shape of the gas bag will also be modified.

## THE KING'S RECREATIONS.

A man's amusements are often a surer test of his character than his occupations. His amusements are his own, whereas his occupations are either shared or imposed by other people. This is a test that may be applied even to a King, and especially to a King who rules not by Divine right but by a Constitution. His duties are an inalienable part of his inheritance. He cannot divert himself of them or delegate them to others. There are furrows that even a monarch must plough with his own hands, and they are neither light nor few.

Those who imagine that the Court Circular is a complete record of the King's duties can have no conception of his position. The Court Circular may speak of visits made and returned, of public and private ceremonies performed and of speeches delivered, of deputations received and Councils attended, of a host of duties that would make an ordinary man feel, with the village blacksmith, that he had earned a night's repose. But the Court Circular does not tell half the story of a day's work in the palace. Let anyone who thinks so turn over the pages of Queen Victoria's Life and guess for a moment at her correspondence. He will see there the true record of a monarch's day—the intricate and important problems to be solved, the letters to be written and dictated, the consultations to be held, the instructions to be given, the documents to be signed, the personal attention that must be given to multitudinous details both private and public.

No man can perform these tasks who has not industry and the habit of self-control. The business of a Sovereign in a country like ours cannot wait on an inclination to work. It is incessant and demands for its performance strength, resolution, industry, punctuality—in all the qualities that make up a sound mind in a sound body. And no man of these qualities at the age of forty who has not crowded and confirmed them by his habits. If he has a few in his armour it must have stood round, for no armour that is not perfect in temper and complete in every detail could bear the continuous strain. The armour of King George has been proved before he came to the throne. It was proved in the Navy by comrades who judge a sailor's character and capacity not by the gold stripes on his sleeve. It was proved, too, by his journeyings in India and the Dominions, where, month after month, every hour had its appointed duty, and every duty was faithfully discharged.

## A GREAT GAME SHOT.

As he works, so he plays, with industry and conscience, but the play is of his own choosing. And his choice lies in a field the most arduous and exacting in the world. The stand at a racemouse and the desk of a sportsman make little demand on physical energy. King George does not ignore their attractions, but he prefers a more energetic field. He is first and foremost a great game shot. A plebeian of sportsmen has placed him fourth—after the Marquis of Ripon (better known, perhaps, as Earl de Grey, Lord Walsingham, and Mr. Headley Noble)—among the remarkable shots in this country. There are experts who would give him the second place. No one has devoted more effort to perfecting himself in this difficult art since he took his first lesson from the late Duke of Cambridge, who was himself at that time a clever marksman, and who declared that if his relative were not a Prince he would have been famous as a shot. The art has been cultivated assiduously since boyhood, and its attractions are as strong to-day as ever. Except live pigeons from a trap—a sport of which his Majesty strongly disapproves—King George has shot almost every kind of game—from tigers in India to crested argonauts and Argentine pampas. The elk and the buffalo have fallen to his rifle, and the covers bear testimony to his pre-eminence with the gun. Of twenty-two stags, the results of a week's stalk at Balmoral, no fewer than thirteen fell to his rifle.

There is a story told of him at Windsor which confirms his reputation. Toward the close of the day the German Emperor—himself devoted to field sport and an excellent shot—and the Prince of Wales, as he then was, found themselves in a hollow between two coverts in the Great Park. The Emperor was wearing a high overhead hat from whence sprang a few difficult marks in the fading light. The King and the Emperor agreed to take the birds alternately, with the result that his Majesty missed only one shot of fifty-four, while the Kaiser failed to get his bird only seven times. The King has even performed the astonishing feat of firing both barrels of two guns in such rapid succession that he has had four pheasants falling through the air at the same moment.

## A SPORTSMAN'S QUALITIES.

Now the indispensable qualifications of a good shot are sureness of eye, steadiness of nerve and hand, cool and prompt decision. Without these a man may be a sportsman, but he can never be an expert shot. He could never face with equal mind the tiger or the buffalo, or even the pheasant and the snipe. Sureness of eye and steadiness of nerve and hand may be gifts of nature, but like all other gifts they require care and cultivation. No qualities of body and mind are more sensitive to the conditions of a man's life; none deteriorate more rapidly from abuse, none respond more readily to self-control. To remain a good shot after forty is the best testimony any man can produce of temperance in all things, of a life so well ordered that its powers and perceptions are unimpaired. The people of this country—and least of all the people of the north, where sport is an instinct and an obsession—need no assurances on this point either from the Press or the pulpit. They know what sport demands and what training insists upon.

There is another surer test of character. It is the estimation in which a man is held by friends and family. No King has friends more devoted than those of King George. Many of the members of his Household have been his intimates from youth; some have served with him in the Navy; all have watched his career at close quarters, and all are unanimous in praise of his character and capacity. This is the deliberate judgment also of many who have had opportunities of observing and are not likely to be influenced by the hope of personal recognition or reward.

Of the King's domestic life an idyl might be written—an old-fashioned idyl and a happy English people love. There is in this land, where family life is happily still more than a tradition, no more devoted husband and father—none who can look back upon the past with a clearer conscience. His life in this respect is absolutely void of offence. Upon this we have the testimony of the friends of his youth and the written word of his father, who, when Prince of Wales, thought it necessary to destroy one of those romances which are a morbid imagination waves about a royal palace, the belief that the marriages only of commoners are made in heaven. Those who know King George and Queen Mary know better. There is no shadow over the past. *—Daily Mail.*











**FORTHCOMING EVENTS.**  
 Saturday, 6th August.—Fourth Meeting of the Hongkong Gymkhana Club, at Happy Valley, 3.30 p.m.  
 Tuesday, 9th August.—Eighty-Eighth Ordinary Half-Yearly Meeting of Hongkong, Canton and Macao Steamboat Co., Ltd., Noon.  
 Thursday, 11th August.—Auction of Valuable Leasehold Property at Sale Room, by Mr. Geo. P. Lamont, 3 p.m.  
 Friday, 12th August.—Auction of Valuable Leasehold Properties at Sale Room, by Mr. Geo. P. Lamont, 3 p.m.  
 Tuesday and Wednesday, 16th and 17th Aug.—Auction of Naval and Victualling Stores, at H.M. Naval Establishments, by Messrs. Hughes & Hough, 10 a.m.  
 Saturday, 20th August.—Ordinary Half-Yearly Meeting of Hongkong & Shanghai Banking Corporation, at City Hall, Noon.

## SHIPPING.

**ARRIVALS.**  
 CHICAGO MARU, Japanese str., 6,182, J. Goto, 2nd August—Tacoma 25th July, Flour Matches, etc.—Osaka Shosen Kaisha.  
 CHIRUSHI, British str., 1,199, F. Mooney, 1st August—Tientsin via Coast Ports 24th July, Coal and Genom—Jardine, Matheson & Co.  
 DAKOTA, British str., 4,294, W. A. Ross, 1st August—San Francisco and Shanghai 26th July, General—Standard Oil & Co.  
 ERNEST SIMONS, French str., 4,562, M. Girard, 1st August—Yokohama 25th July, General—Messageries Maritimes.  
 HAINUN, British str., 641, A. H. Stewart, 2nd August—Swatow 1st August, General—Douglas, Lapraik & Co.  
 HELEN, German str., 771, H. Bendixon, 1st August—Swatow 31st July—Jensen & Co.  
 KAGA MARU, Japanese str., 3,956, M. Hogue, 2nd August—Shanghai 29th July, General—Nippon Yusen Kaisha.  
 KUKIANG, British str., 1,228, Robertson, 2nd August—Brookton 27th July, Coal—Butterfield & Swire.  
 NIKKO MARU, Japanese str., 3,439, M. Yagi, 2nd August—Nagasaki 29th July, General—Nippon Yusen Kaisha.  
 POLYPHENUS, British str., 3,061, F. Chimes, 1st August—Foolow 30th July, General—Butterfield & Swire.  
 SIAM, British str., 922, Sims, 2nd August—Singapore 26th July, Kerosene Oil—Messageries Maritimes.  
 SIMONIAN, Dutch str., 1,202, H. Vos, 2nd August—Java 24th July—Sugar—Yuen Fat Hong.

## CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.  
 2nd August.

Chowai, German str., for Bangkok.  
 Helene, German str., for Hoihow.  
 Kaga Maru, Japanese str., for Singapore.  
 Kumeo Maru, Japanese str., for Singapore.  
 Laiang, British str., for Quing Chow Wan.  
 Manche, French str., for Singapore.  
 Polyphenus, British str., for Singapore.  
 Siam, Danish str., for Singapore.

## DEPARTURES.

2nd August.  
 CHIELI, British str., for Quing Chow Wan.  
 DRUPAR, Norwegian str., for Bangkok.  
 ERNEST SIMONS, French str., for Europe, &c.  
 FUKU MARU, Japanese str., for Singapore.  
 HAIKANG, British str., for Swatow.  
 HANOI, French str., for Faint.  
 KAIFUKU MARU, Japanese str., for Moji.  
 KWONGSANG, British str., for Shanghai.  
 LAUREL, British str., for New York.  
 SANG BEE, British str., for Anoy.

## SHIPPING REPORTS.

The British str. Polyphenus reports: Unsettled weather throughout.  
 The British str. Zofre reports: Moderate S. to S.W. wind and fine weather.  
 The British str. Hainun reports: Moderate W.S.W. to S.W. wind, sky cloudy with passing rain and lightning.  
 The British str. Chipping reports: Fine weather and moderate N.E. swell from N.E. Frequent to Barren Islands; from Heilans to Turnabout, moderate gale with wind shifting from N.W. to S.W. with high sea; Turnabout to Brothers, moderate S.W. monsoon and sea; Brothers to Hongkong, light S.W. monsoon, sea and hazy.

**STEAMERS PASSED THE CANAL.**  
 July 5th—Bendavara, Carnarvonshire, Manchester Castle, Sumbia, Titan, 8th—Dioned Miyasaka, Maru, 12th—Spectra, Vancouveria, 15th—Hector, Indragiri, Pera, Scenagania, Suruga, Taku, 17th—Bendavara, Borneo, Glenora, Gaden, Hilla, Liberia, Socotra, 22nd—Nava, Kido Maru, Ville de la Ciotat, Yorit, Asholt, 26th—China Wo, Laertes, Yunnan, Indragiri, 29th—Anbria, Armand Behic, Deucalion, Kavechi Maru, Meinan, Perseus, Suevia, Syria, Badenau.  
**ARRIVALS AT HOME.**  
 July 29th—Idomeneus, Kamo Maru, Peking.

## VESSELS ON THE BERTH.

SOCIETA ANONIMA NAZIONALE DI SEVIZI MARITIMI ROMA.  
 STEAM FOR BOMBAY.  
 VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to PORT SAID, MESSINA, NAPLES, LEBRON and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALLAO. (Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.)

**THE Steamship**  
 "ISCHIA."  
 Captain Balisto, will be despatched as above on FRIDAY, the 12th inst., at 3 p.m.  
 For further particulars regarding Freight and Passage, apply to  
 CARLOWITZ & Co.,  
 Hongkong, 1st August, 1910. [4]

**"SHIRE" LINE OF STEAMERS, LTD**  
 For LONDON, ROTTERDAM AND ANTWERP.

**THE Steamship**  
 "CARDIGANSHIRE."  
 Captain W. O. Tyers, will be despatched as above on or about 15th August.  
 For Freight or Passage, apply to  
 JARDINE, MATHESON & Co., Ltd.,  
 Agents,  
 Hongkong, 25th July, 1910. [861]

## VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k." nearest Hongkong "h." midway between Hongkong and Kowloon "m." and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION.	VESSEL'S NAME.	FLAG & REG.	DEPT.	CAPTAIN.	FOR FREIGHT APPLY TO.	TO BE DESPATCHED.
LONDON, &c. via USUAL PORTS OF CALL.	ASSAYE	Brit. str.	—	Owen Jones, B.N.S.	P. & O. S. N. Co.	On 6th inst., at Noon.
LONDON & ANTWERP via SINGAPORE, &c.	POONA	Brit. str.	—	A. E. Vine, B.N.S.	P. & O. S. N. Co.	On 10th inst., at 3 p.m.
LONDON, ROTTERDAM & ANTWERP.	CARDIGANSHIRE	Ger. str.	—	W. O. Tyers	JARDINE, MATHESON & Co., Ltd.	About 15th inst.
ROTTERDAM, HAMBURG & ANTWERP, &c.	SERGOVA	Ger. str.	k. w.	Sachs	HAMBURG-AMERICA LINE	On 2nd inst.
COPENHAGEN & ST. PETERSBURG.	INDIAN	Ger. str.	—	v. Dohren	MELCHERS & Co.	End of Aug.
HAVRE & HAMBURG via STRAITS, &c.	SCANDIA	Ger. str.	k. w.	Peter	HAMBURG-AMERICA LINE	On 13th inst.
HAVRE & HAMBURG via STRAITS, &c.	SEPIA	Ger. str.	k. w.	Faas	HAMBURG-AMERICA LINE	On 20th inst.
ANTWERP & HAMBURG via STRAITS, &c.	BRISGAVIA	Ger. str.	k. w.	Schwinnhammer	HAMBURG-AMERICA LINE	On 5th inst.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	WAKASA MARU	Jap. str.	—	N. Nielsen	NIPPON YUSEN KAISHA	On 9th inst., at 4 p.m.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	POLYNESIA	Frean. str.	—	Brano	MESSAGERIES MARITIMES	On 16th inst., at 1 p.m.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	ATSUBA MARU	Jap. str.	—	N. Matheson	NIPPON YUSEN KAISHA	On 17th inst., at D'light
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	HITACHI MARU	Jap. str.	—	Bahle	NIPPON YUSEN KAISHA	On 31st inst., at D'light
MARSEILLES & HAMBURG via STRAITS, &c.	SAXONIA	Ger. str.	k. w.	O. Faluke	HAMBURG-AMERICA LINE	On 5th inst.
MARSEILLES, GENOA, ALGIERES, GIBRALTAR, &c.	KLEIST	Ger. str.	—	E. Radonich	MELCHERS & Co.	On 10th inst., at Noon
TRIESTE, &c. via SINGAPORE, &c.	SILESIA	Brit. str.	—	Lorenzen	SANDER, WIELER & Co.	On 27th inst., P.M.
NEW YORK	BRAMAR	Ital. str.	k. w.	Lorenzen	DONWELL & Co., Ltd.	About 17th inst.
BOSTON & NEW YORK via PORTS & SUEZ CANAL.	EMPEROR OF JAPAN	Brit. str.	1 m.	—	SHEWAN, TOMES & Co.	On 6th inst., at 6 p.m.
VANCOUVER via SHANGHAI, JAPAN, &c.	EMPEROR OF JAPAN	Brit. str.	2 m.	—	CANADIAN PACIFIC R. Co.	On 16th inst., at Noon.
VANCOUVER via SHANGHAI, JAPAN, &c.	REDRILL	Brit. str.	—	H. E. Dorell	DONWELL & Co., Ltd.	On 23rd inst.
VICTORIA, VANCOUVER, B.C., TACOMA, &c.	AWA MARU	Jap. str.	—	S. Ishikawa	NIPPON YUSEN KAISHA	On 13th inst., at 4 p.m.
VICTORIA, B.C. & SEATTLE via KEELUNG, &c.	TAMBA MARU	Jap. str.	—	K. Sato	NIPPON YUSEN KAISHA	On 16th inst., at 4 p.m.
VICTORIA, B.C. & SEATTLE via KEELUNG, &c.	CHICAGO MARU	Jap. str.	—	I. Goto	OSAKA SHOSHEN KAISHA	On 25th inst., at Noon.
TACOMA, IQUIQUE, &c. via JAPAN PORTS, &c.	NIKKO MARU	Jap. str.	—	M. Yagi	TOYO KISEN KAISHA	On 5th inst., at Noon
AUSTRALIAN PORTS via MANILA	PHINZ WALDEMAR	Ger. str.	—	F. Isako	NIPPON YUSEN KAISHA	On 13th inst., at D'light
AUSTRALIAN PORTS via MANILA	TAIWAN	Ger. str.	1 m.	L. Dawson	BUTTERFIELD & SWIRE	On 31st inst., at 4 p.m.
AUSTRALIAN PORTS via MANILA	KUMANO MARU	Jap. str.	—	M. Winkler	NIPPON YUSEN KAISHA	On 2nd inst., at Noon.
AUSTRALIAN PORTS via MANILA	MIYAZAKI MARU	Jap. str.	—	T. Mural	MELCHERS & Co.	About 23rd inst.
KOBE & YOKOHAMA	PHINZ SIGISMUND	Ger. str.	—	D. Lens	NIPPON YUSEN KAISHA	To-day, at Noon.
YOKOHAMA AND KOBE	KUMANO MARU	Jap. str.	—	M. Winkler	JAVA-CHINA-JAPAN LINE	Quick despatch.
NAGASAKI, KOBE & YOKOHAMA	TAIYATAP	Dut. str.	—	Zwart	BUTTERFIELD & SWIRE	On 8th inst., at 4 p.m.
CHEFOO & NEWCHOWANG	NANCHANG	Brit. str.	1 m.	Kenis	JARDINE, MATHESON & Co., Ltd.	On 5th inst., at Noon
TIENTSIN	CHIFSHING	Brit. str.	—	F. Mooney	NIPPON YUSEN KAISHA	To-day.
SHANGHAI, MOJI & KOBE	COLOMBO MARU	Jap. str.	—	E. Combes	OSAKA SHOSHEN KAISHA	To-morrow, at Noon.
SHANGHAI via SWATOW, AMOY & FOCHOW	BUJUN MARU	Jap. str.	1 m.	Y. Fusano	OSAKA SHOSHEN KAISHA	To-morrow, at 4 p.m.
SHANGHAI	CHENAN	Brit. str.	—	H. Powell	P. & O. S. N. Co.	To-morrow, at Daylight
SHANGHAI	DEVANHA	Brit. str.	—	A. E. Sandbach	JARDINE, MATHESON & Co., Ltd.	On 5th inst., at Noon
SHANGHAI	HANGSANG	Brit. str.	—	W. D. A. Thomas	DAVID SASSON & Co., Ltd.	On 8th inst., at Noon
SHANGHAI	BRATONOFF APCAR	Brit. str.	—	G. Bolte	MELCHERS & Co.	About 10th inst.
SHANGHAI KOBE & MOJI	GORDEN	Ger. str.	—	W. W. Cooke, B.N.S.	P. & O. S. N. Co.	About 11th inst.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	PERA	Brit. str.	—	—	HAMBURG-AMERICA LINE	On 12th inst.
SHANGHAI, MOJI, KOBE & YOKOHAMA	SPEZIA	Ger. str.	k. w.	—	MESSAGERIES MARITIMES	On 15th inst., P.M.
SHANGHAI, KOBE & YOKOHAMA	SALAZIE	Frean. str.	—	—	JARDINE, MATHESON & Co., Ltd.	On 19th inst., at Noon.
SHANGHAI, KOBE & YOKOHAMA	FOESANG	Ger. str.	—	—	HAMBURG-AMERICA LINE	On 26th inst.
SHANGHAI, KOBE & YOKOHAMA	ALBESIA	Ger. str.	k. w.	—	MELCHERS & Co.	On 7th inst.
SHANGHAI, KOBE & YOKOHAMA	YEDDO	Dut. str.	—	J. P. van Emmerick	JAVA-CHINA-JAPAN LINE	Quick despatch.
SHANGHAI, YOKOHAMA & KOBE	TIBODAS	Jap. str.	—	Y. Yamamoto	OSAKA SHOSHEN KAISHA	To-day, at Noon.
SHANGHAI	JOSHIN MARU	Jap. str.	—	Y. Kaburaki	OSAKA SHOSHEN KAISHA	On 7th inst., at 10 a.m.
SHANGHAI	HAIRUN	Jap. str.	2 h.	A. H. Stewart	DOUGLAS LAPRAIK & Co.	To-day, at 10 a.m.
SHANGHAI	KUICHOW	Brit. str.	1 m.	G. Hooker	BUTTERFIELD & SWIRE	To-day, at 4 p.m.
SHANGHAI	HAICHING	Brit. str.	2 h.	W. C. Passmore	DOUGLAS LAPRAIK & Co.	On 5th inst., at 10 a.m.
SHANGHAI	HAITANG	Brit. str.	2 h.	J. W. Evans	DOUGLAS LAPRAIK & Co.	On 9th inst., at 10 a.m.
SHANGHAI	HAITANG	Brit. str.	2 h.	A. E. Rodgers	DOUGLAS LAPRAIK & Co.	On 12th inst., at 10 a.m.
SHANGHAI	SINAN	Brit. str.	1 m.	Jameson	BUTTERFIELD & SWIRE	To-morrow, at 8 a.m.
SHANGHAI	TEAN	Brit. str.	—	S. J. Payne	JARDINE, MATHESON & Co., Ltd.	To-day, at 5 p.m.
SHANGHAI	LOONGSANG	Brit. str.	—	A. Fraser	SHEWAN, TOMES & Co.	On 5th inst., at 4 p.m.
SHANGHAI	ZAPRO	Brit. str.	—	P. H. Rolfe	JARDINE, MATHESON & Co., Ltd.	On 12th inst., at 4 p.m.
SHANGHAI	YUENKANG	Brit. str.	—	H. A. Rodger	SHEWAN, TOMES & Co.	On 13th inst., at Noon.
SHANGHAI	KUENKIAN	Brit. str.	1 m.	R. S. Hards	BUTTERFIELD & SWIRE	On 5th inst., at 4 p.m.
SHANGHAI	BOBNEO	Ger. str.	—	F. Sombill	MELCHERS & Co.	End of Aug.
SHANGHAI	BOMBAY MARU	Jap. str.	—	Toromaki	NIPPON YUSEN KAISHA	On 9th inst.
SHANGHAI	LAISANG	Brit. str.	—	E. J. Todd	JARDINE, MATHESON & Co., Ltd.	On 5th inst., at 5 p.m.
SHANGHAI	TJIMARI	Dut. str.	—	Bouman	JAVA-CHINA-JAPAN LINE	Quick despatch.

## THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada and also for the Principal Ports in Mexico and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR  
**VICTORIA, VANCOUVER, B.C.,  
 TACOMA & SEATTLE**  
 VIA  
**SHANGHAI, MOJI, KOBE AND YOKOHAMA.**

Steamer.	Tons.	Captain.	To Sail on or About.
REDHILL	3,889	H. E. Dorell	23rd August.
SUVERIC	6,232	F. S. Cowley	27th September.
KUMERIC	6,232	G. B. McGill	20th October.
ATYNERIC	4,362	J. Boyd	20th November.

These Steamers are specially fitted for the carriage of Asiatic Steerage Passengers.

## PARCEL EXPRESS TO THE UNITED STATES &amp; CANADA.

For further information apply to

**DODWELL & CO., LIMITED,**  
 GENERAL AGENTS,  
 QUEEN'S BUILDINGS.

Hongkong, 29th July, 1910.

NORDDEUTSCHER LLOYD, BREMEN  
IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TONS	TO SAIL.
NAPLES, GENOA, ALGIERES, GIBRALTAR, SOUTHAMPTON, ANTWERP & HAMBURG	"KLEIST" Capt. O. PARKER	17,000	Wed'ay, 10th Aug., at Noon.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	"GOBBEN" Capt. G. BOLTE	17,300	About 10th Aug.
MANILA, YAP, NEWGUINEA, SAMARAI, BRISBANE, SYDNEY and MELBOURNE	"PRINZ WALDEMAR" Capt. F. ISERE, 6,100	6,100	Saturday, 13th Aug., at D'light
YOKOHAMA & KOBE	"PRINZ SIGISMUND," 6,000	6,000	About 23rd August.
KUDAT and SANDAKAN	"BOBNEO" Capt. F. SOMBILL	5,050	End of August.

Fitted with wireless Telegraphy New System of Telefunken.  
 For further Particulars, apply to

**NORDDEUTSCHER LLOYD,  
 MELCHERS & Co.,  
 GENERAL AGENTS HONGKONG & CHINA.**

Hongkong, 2nd August, 1910.

CANADIAN PACIFIC RAILWAY CO'S  
ROYAL MAIL STEAMSHIP LINE.  
"EMPERESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C. The only line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA to VANCOUVER, 21 DAYS HONGKONG to VANCOUVER SAVING 5 to 7 DAYS' OCEAN TRAVEL.

From Hongkong.	From St. John, N.B.	From Quebec.
"EMPERESS OF JAPAN" SAT., 6th Aug.	"ALLAN LINE" FRIDAY, 2nd Sept.	
"MONTEAGLE" TUESDAY, 16th Aug.	"EMPERESS OF BRITAIN" FRI., 23rd Sept.	
"EMPERESS OF CHINA" SAT., 27th Aug.	"ALLAN LINE" FRIDAY, 14th Oct.	
"EMPERESS OF INDIA" SAT., 17th Sept.	"EMPERESS OF IRELAND" FRI., 4th Nov.	
"EMPERESS OF JAPAN" SAT., 8th Oct.		
"MONTEAGLE" TUESDAY, 8th Nov.		

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN) KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at ST. JOHN or QUEBEC with the Company's New Palatial "EMPERESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.  
 The "EMPERESS" steamers on the Pacific and on the Atlantic are equipped with the Marconi Wireless apparatus, via Canadian Atlantic Ports or New York £71.10 Hongkong to London, 1st Class ..... via Canadian Atlantic Ports or New York £71.10 Intermediate on Steamers ..... £43 ..... £45.  
 and 1st Class Railway .....  
 First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line.  
 E.M.S. "MONTEAGLE," carries Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class.  
 Passengers Booked through to all points and AROUND THE WORLD.  
 SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Japan Governments. Full particulars of application from Agents. Service of China and Japan Governments. Rates of Freight and Passage, apply to  
 D. W. CRADDOCK, General Traffic Agent for China, Corner Fodder Street and Praya, opposite Blake Pier

Hongkong, 21st July, 1910.

P. THOMAS, AGENT,  
 Queen's Building.

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## MESSAGERIES MARITIMES

## FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.

FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

STEAMERS TO SAIL.

FOR SHANGHAI, KOBE & YOKOHAMA

"SALAZIE" Capt. X

"POLYNESIE" Capt. Brano

On 15th Aug. P.M.

On 16th Aug. 1 P.M.

Transshipping on the Co.'s Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea.

Through Tickets to London, via Paris, from £27 10s. up to £71 10s. 20 hours Railway from Marseilles to London. Interpreters meet Passengers on their arrival in Marseilles.

For Further Particulars, apply to—

Hongkong, 21st July, 1910.

P. THOMAS, AGENT,  
 Queen's Building.

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## VESSELS ON THE BERTH.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"ASSAYE"

Captain Owen Jones, carrying His Majesty's Mails, will be despatched from this for Bombay, &c. on SATURDAY, the 6th August, 1910, at Noon, taking passengers and Cargo for the above ports in connection with the Company's s.s. "MONGOLIA," 9,505 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London, carrying cargo for London, &c. will be conveyed via Bombay by the R.M.S. "MONGOLIA," due in London on the 13th September, 1910. Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required. For further particulars, apply to  
 E. A. HEWETT,  
 Superintendent.

Hongkong, 25th July, 1910. [1]

## HONGKONG—NEW YORK.

THE Steamship

"WRAY CASTLE"

For BOSTON & NEW YORK via PORTS

(With Liberty to call at Malabar Coast).

"WRAY CASTLE," On or about 6th August.

For freight and further information apply to—

SHEWAN, TOMES & Co.,  
 General Agents.

Hongkong, 13th July, 1910. [821]

## FOR NEW YORK.

(With Liberty to Call at the Malabar Coast).

THE Steamship



# PENINSULAR & ORIENTAL

## STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	DEVANHA Capt. H. Powell	11th, 4th Aug.	Freight and Passage.
LONDON via USUAL PORTS	ASSAYE Capt. Owen Jones	Noon, 6th Aug.	See Special Advertisement.
LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	POONA Capt. A. F. Vine, R.N.R.	3 P.M., 10th Aug.	Freight only.
SHANGHAI, MOJI, KOBE and YOKOHAMA	PERA Capt. W. W. Cooke, R.N.R.	About 11th Aug.	Freight only.

For further Particulars, apply to  
E. A. HEWETT,  
Superintendent  
Hongkong, 1st August, 1910.

# CHINA NAVIGATION CO., LD.

## SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
MANILA	"TEAN"	On 3rd Aug., 3 P.M.
SWATOW, CHEFOO & TIENTSIN	"KUEICHOW"	On 3rd Aug., 4 P.M.
RAIPHONG	"SINGAN"	On 4th Aug., 8 A.M.
SHANGHAI	"CHENAN"	On 4th Aug., 4 P.M.
LOILO & CEBU	"SUNGKIANG"	On 5th Aug., 4 P.M.
CHEFOO & NEWCHWANG	"NANCHANG"	On 6th Aug., 4 P.M.
MANILA, ZAMBOANGA, THURE DAY ISLAND, COOKTOWN, CAIENS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"TAIYUAN"	On 31st Aug., 3 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.  
S.S. "LINTAN" and S.S. "SANUI".

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN SCREW STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.

FAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI," "CHENAN," "CHINUA" and "LINAN") with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 O'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

FARE, \$45 SINGLE and \$80 RETURN.

For Freight or Passage apply to—  
BUTTERFIELD & SWIRE,  
AGENTS.  
Hongkong, 3rd August, 1910.

# INDO-CHINA S. NAV. CO., LD.

FOR	STEAMERS	TO SAIL
SHANGHAI	"HANGSANG"	Friday, 5th Aug., Noon.
TIENTSIN	"CHIEPHING"	Friday, 5th Aug., Noon.
SINGAPORE, PENANG & CALCUTTA	"LAISANG"	Friday, 5th Aug., 3 P.M.
MANILA	"LOONGSANG"	Friday, 5th Aug., 4 P.M.
MANILA	"YUENSANG"	Friday, 12th Aug., 4 P.M.
SHANGHAI, KOBE & MOJI	"FOOKSANG"	Friday, 19th Aug., Noon.

RETURN TOURS TO JAPAN.  
OCCUPYING 24 DAYS.  
The Steamers "KUNSAI," "NANSAI" and "FOOKSANG" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong. These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.  
Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.  
Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang.  
Telephone No. 215, Sui. Exch. 4.  
For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd.,  
Hongkong, 3rd August, 1910.

# DOUGLAS STEAMSHIP CO., LD.

## HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First-Class Passengers. Electric Light. Excellent Cuisine.

## SWATOW, AMOY AND FOCHOW

AND RETURN.

Ocupying 9 to 10 Days.

STEAMSHIPS	CAPTAIN	LEAVING.
"HAICHING"	Capt. W. C. Passmore	FRIDAY, 5th Aug., at 10 A.M.
"KAIKAN"	Capt. J. W. Evans	TUESDAY, 9th Aug., at 10 A.M.
"HAIYANG"	Capt. A. E. Hodgins	FRIDAY, 12th Aug., at 10 A.M.

## FOR SWATOW AND RETURN.

(Occupying 3 Days).

STEAMSHIPS	CAPTAIN	LEAVING.
"HAIMUN"	Capt. A. H. Stewart	WED'DAY, 3rd Aug., at 10 A.M.
		SUNDAY, 7th Aug., at 10 A.M.

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier). During the Months of August and September, a Special Reduction of 20% on Fares to Fochow and Return will be Allowed.

For Freight and Passage apply to—

DOUGLAS, LAPRAIK & Co.,

GENERAL MANAGERS.

Hongkong, 3rd August, 1910.

# EAST ASIATIC CO., LD.

## COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.

# RUSSIAN EAST ASIATIC CO., LD.,

## ST. PETERSBURG & VLADIVOSTOK.

# SWEDISH EAST ASIATIC CO., LD.

## COPENHAGEN.

## PROJECTED SAILINGS FROM HONGKONG.

### SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING.
SHANGHAI, YOKOHAMA and KOBE	"YEDBO"	On 7th August.
COPENHAGEN and ST. PETERSBURG	"INDIEN"	End of August.

For Further Particulars apply to  
MELOCHERS & CO.,  
AGENTS.  
Hongkong, 30th July, 1910.

# HAMBURG-AMERIKA LINIE

## HAMBURG.

## EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to HAYRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports. Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

## NEXT SAILINGS FROM HONGKONG:

### HOMEWARD.

## OUTWARD.

For SHANGHAI, KOBE & YOKOHAMA:

S.S. SPEZIA	12th Aug.
S.S. ALESIA	26th Aug.
S.S. AMBRIA	8th Sept.

For ANTWERP & HAMBURG:

S.S. BRISQAVIA	5th Aug.
For ROTTERDAM, HAMBURG & ANTWERP:	
S.S. SEGOTIA	9th Aug.
For HAYRE & HAMBURG:	
S.S. SCANDIA	13th Aug.
For HAYRE & HAMBURG:	
S.S. SLAVONIA	20th Aug.
For MARSEILLES & HAMBURG:	
S.S. SAXONIA	31st Aug.
For HAYRE & HAMBURG:	
S.S. SPEZIA	10th Sept.

Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,  
Hongkong Office.

Hongkong, 30th July, 1910.

# NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)



## PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS	TONS.	SAILING DATES.
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID	WAKASA MARU Capt. N. Nielsen, 7,000		WED'DAY, 9th Aug., at 4 P.M.
	ATSUTA MARU Capt. Wm. Thomson, 9,000		WED'DAY, 17th Aug., at Daylight
	HITACHI MARU Capt. N. Mathison, 7,000		WED'DAY, 31st Aug., at Daylight
VICTORIA B.C. & SEATTLE	KAMAKURA MARU Capt. J. Nagao, 7,000		SATURDAY, 13th Aug., from KOBE
VICTORIA, B.C. and SEATTLE, via KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI, SHIMIZU and YOKOHAMA	TAMBA MARU Capt. K. Sato, 7,000		TUESDAY, 16th Aug., at 4 P.M.
	AWA MARU Capt. S. Ishikawa, 7,000		TUESDAY, 16th Sept., at 4 P.M.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	NIKKO MARU Capt. M. Yagi, 6,000		FRIDAY, 5th Aug., at Noon.
	KUMANO MARU Capt. M. Winkler, 6,000		FRIDAY, 2nd Sept., at Noon.
NAGASAKI, KOBE and YOKOHAMA	KUMANO MARU Capt. M. Winkler, 6,000		WED'DAY, 3rd Aug., at Noon.
SHANGHAI, MOJI and KOBE	COLOMBO MARU Capt. E. Combes, 5,000		WED'DAY, 3rd Aug., at Noon.
KOBE and YOKOHAMA	MIZAKI MARU Capt. T. Mura, 9,000		THURSDAY, 4th Aug., at Noon.
BOMBAY via SINGAPORE and COLOMBO	BOMBAY MARU Capt. Teranaka, 5,000		TUESDAY, 9th Aug., at Noon.

# CHEAPEST SUMMER RATES

BETWEEN

## HONGKONG AND JAPAN PORTS.

Commencing "Aki Maru" 30th May, ending 30th September, 1910.

## SPECIAL EXCURSION TICKETS (1st & 2nd CLASS) AVAILABLE FOR 3 MONTHS.

Yokohama Return. Kobe Return. Moji Return. Nagasaki Return.

1st CLASS	\$120	\$110	\$100	\$90
2nd "	\$80	\$70	\$60	\$50

With Option of rail between Calling Ports in Japan.

— Calling at Saigon.  
\* Fitted with New System of Wireless Telegraphy. † Cargo only. \* Carries Deck Passengers.  
† Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN and NORTHERN PACIFIC RAILWAYS and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.  
For further information as to Freight, Passage, Sailings, etc., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chester Road.  
T. KUSUMOTO,  
MANAGER [13-125]  
Hongkong, 1st August, 1910.



# CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
ZAITRO	2540	A. Fraser	Manila	On 6th Aug., Noon.
RUBI	2540	R. Rodger	Manila	On 13th Aug., Noon.

For Freight or Passage apply to  
SHEWAN, TOMES & Co.,  
General Managers. [12]  
Hongkong, 1st August, 1910.

# SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR

CALLAO, IQUIQUE, VALPARAISO, etc., via MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO and SALINA CRUZ (Mexico).

S.S. KIYO MARU	17,200 tons gross	Sail Aug. 25th, at Noon.
S.S. BUYO MARU	10,500 "	" Oct. 22nd, at Noon.
S.S. HONGKONG MARU	11,000 "	" Dec. 21st, at Noon.

For particulars apply to

N. YAMADA, Acting Manager.

TOYO KISEN KAISHA, King's Building.

Hongkong, 6th July, 1910.

# JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIBODAS	JAVA	First half of Aug.	SHANGHAI	First half of Aug.
TJIMAHU	JAPAN	First half of Aug.	JAVA	First half of Aug.
TJILATJAP	JAVA	Second half of Aug.	JAPAN	Second half of Aug.
TJIKINI	SHANGHAI	Second half of Aug.	JAVA	Second half of Aug.
TJIPANAS	JAPAN	Second half of Aug.	JAVA	Second half of Aug.
TJILLWONG	JAVA	First half of Sept.	SHANGHAI	First half of Sept.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

York Buildings, 1st Floor.

Hongkong, 3rd August, 1910.

Telephone No. 375.

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# OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).



## TRANS-PACIFIC SERVICE.

Connecting at TACOMA with THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY AND THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY. (The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR	STEAMERS	TONS (Gross reg.)	LEAVES.
TACOMA via KEELUNG, MOJI, KOBE and YOKOHAMA	"CHICAGO MARU" Capt. I. Goto	6,182	WED'DAY, 10th Aug., at Noon
	"TACOMA MARU" Capt. H. Yamamoto	6,178	WED'DAY, 7th Sept., at Noon

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for steamer Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

## HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR	STEAMERS	LEAVES.
ANPING via SWATOW & AMOY	"JOSHIN MARU" Capt. Y. YAMAMOTO	WED'DAY, 3rd Aug., at Noon.
SHANGHAI via SWATOW, AMOY & FOCHOW	"BUJUN MARU" Capt. Y. FUSENO	THURSDAY, 4th Aug., at Noon.
TAMSUI via SWATOW & AMOY	"DAIJIN MARU" Capt. Y. KUBURAKI	SUNDAY, 7th Aug., at 10 A.M.

Special Reduction of 20 per cent. will be allowed to 1st and 2nd Class Passengers to Fochow during the months of August and September, 1910.

CHEAPEST THROUGH PASSAGE TO NANKING, in connection with The NISSHIN KISEN KAISHA's Steamers at Shanghai, for THE NANKING EXPOSITION.

## HONGKONG-NANKING, RETURN.

1st CLASS. 2nd CLASS. 3rd CLASS.

\$73.00 \$55.00 \$27.00.

1st and 2nd Class Passengers have the option of travelling by Rail between Shanghai and Nanking.

Fair Speed. Superior Passenger Accommodation. Electric Light throughout. First Class Cuisine.

The Newly Built Steamers: "CHOSHUN MARU" and "BUJUN MARU" have First Class Cabins AMIDSHIP.

For information of Freight, Passage, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings.

T. ARIMA,

MANAGER

7031

# THOS. COOK & SON,

## TOURIST, STEAMSHIP & FORWARDING AGENTS.

### BANKERS, &c.

CHIEF OFFICE: LUDGATE CIRCUS, LONDON, E.C. TICKETS to EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY. TOURS arranged to ALL PARTS of the WORLD. RAGGAGE collected, forwarded and insured at lowest rates. LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED. FOREIGN MONIES exchanged. OFFICIAL AGENTS for the OBERAMMERGAU PASSION PLAYS of 1910, and the ANGLO-JAPANESE EXHIBITION of 1910. Head Office for the Far East: 16, DES VŒUX ROAD, HONGKONG. Japan Office: 32, WATER STREET, YOKOHAMA. 6621

# O. B. ICE

Made from distilled water only. Quadruplicate filtration. Absolute purity assured. Plant open to inspection at all times.

# ORIENTAL BREWERY, LTD.

BREWERS AND MANUFACTURERS OF ICE.

DEPOT: 55 & 57, DES VŒUX ROAD.

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## LABUAN COAL.

## VESSELS IN DOCK.

NOTICE—THIS COAL can only be obtained from THE LABUAN COAL-FIELDS Co., LD., who are prepared to Supply FRESH COAL straight from the Mines Steamers load at the Wharves. Quick despatch Telegrams: "Labor Labuan". BRADLEY & Co., Agents. Hongkong, 12th August, 1909. [623]

August 2nd. Kowloon Dock.—Hoangho, Gloria, Pui Dean, Laieang, Chinsang, Pojector, H.M.S. Taku. COSMOPOLITAN DOCK.—Henrik Ibsen. TAIKOO DOCK.—Union, Phranang, Siberia.



